

charge of one of the watches. It was my watch on the afternoon of the day the ship struck on Brougham Shoal. I did not in any way interfere myself in the navigation of the ship, except that I looked after the steering of the vessel. The day she struck at 3.50 p.m. we had just cleared up the light sails and lowered down the upper topsails for a squall. The watch had gone to the pumps and I was coiling up the ropes when I felt her take the shoal. I proposed to the captain to cut away the masts, but he said "hold on, she may drift off." She was not on more than ten minutes when she came off without assistance. The captain asked me and the mate if we thought the ship was fit to proceed to Japan, we said we thought she was; he then called the hands, and asked them if they would assist in pumping the ship all the way to Japan and they said they would. At 9.30 that night the captain told me to turn my watch out and take in sail as the wind had freshened and there was more sea. This was done. The watch went on pumping all night, and next day they all found their hands very sore, and the captain and carpenter set to work to improve the leverage of the pumps. When the ship got into a head sea she made more water, and sometimes we were at it all the four hours, but we tried to keep that from the captain because he fretted so much over it. The captain would come on deck and say "She is making more water, Mr. Henderson," but I used to say "No, she is not," although I knew she was. When the captain and chief mate got the sun they kept her away from Gaum; this was after the crew had been making complaints and saying that "something would have to be done." Two days before we made Gaum the pumping was very heavy and was just as much as the crew could manage, and the ship was close on to the land. On the 2nd March in the morning when I came on deck we were close on to the land with the ensign flying down and no answer from the shore. Heavy breakers on the coast, and in other places showed like a man of war, but she did not answer to our signals. At dark the westernmost point of the island was bearing south and the current was drifting us away. The following day in standing back past the island we had the ensign flying up and down and the blue Peter in the fore rigging, for a pilot. There was no chance of getting the ship in there as the rocks were straight up and down. Finding no chance of beaching the ship, and the surf so heavy, the captain said he thought we had better get out the boats with a view of leaving the ship and I thought at the time that such would be the best thing to do. Finally, I lowered away the topsails and got the starboard boat, and some of the men got their things into her. I did not hear anything about anchoring. I know no reason why the ship should not have been anchored; our foremast was hanging altogether to the windward with stays set up through the hawse pipes. The anchors were lashed on deck, and the cables were down below; it would have been a pretty heavy job to have got those heavy chains up with the men in the weak state they were, and then we did not know much about the island, they might have been savages and eaten us. There was a whaler in there, but we did not think of sending the boats in for assistance as we did not know how they would be received.

All hands were now called into Court and addressed by the President, who invited any individual to make a statement.

After a long silence a German seaman said they had not heard what had been said by the witnesses, and finally told the court he had a complaint to make against the captain.

The President:—Our business is to enquire into the loss of the ship, not into the captain's conduct.

The Court was then cleared, and in ten minutes opened, when the President addressing the captain and first mate informed them that the Court had heard enough evidence to assist them in coming to a verdict but thought they might wish to make some further statement before such was done.

Captain Atkinson:—As to the anchors and chains not being up the whole thing could have been done in an hour, as the locker was in the two decks, and it would have been done if we had found any possibility of anchoring. But by my chart there was no anchorage near the island—it was all deep water. If I could at all in abandoning the ship I crept on the side of humanity, as I knew she would never have reached the Philippines. I have nothing further to say.

Augustus Harris, chief mate, was understood to support the captain in the above statement.

After a space of one hour the Court opened with the following decision.

We find that the British ship *Rock Terrace*, official number 7-217 of St. John's New Brunswick of which Samuel Atkinson was master the number of whose certificate is 65495 issued at Liverpool in 1869, left Philadelphia, on the 22nd September, for Hong Kong, Japan, with a cargo of petroleum in casks. That everything went well till the 27th January when during a squall, and while the hands were employed in shortening sail, the ship struck on Brougham's Shoal in Lat. 9.30 S. and Long. 165.30 E. that she remained fast for about 10 minutes during which time she bumped three or four times heavily whereby she sustained considerable damage and that she eventually worked herself off the reef. That the crew was then sent to the pumps and an endeavour made to work the ship to her destination, but that this was eventually abandoned and a course shaped for the Malian group, with the intention of trying to beach the ship and save the cargo. That on the 20th February the *Rock Terrace* arrived off the island of Gaum, and that an inspection was made from the ship for a suitable place for beaching her, but this not being found and the crew being much worn out with pumping, all hands took to the boats and abandoned the ship. That no lives were lost and the greater part of the men's effects were saved but not the ship's papers or log book. That the crew remained at Gaum until the 25th April, when they were taken to Manila and from there sent on to Hong Kong. We are of opinion that the striking of the ship on Brougham's Shoal was brought about by a mistake in the position at noon on that day, caused either by both by an unknown error in the chronometer and a defect in the Master's observation for longitude, which had not been checked by the crew. On this point we do not consider that the master was guilty of any wrongful act or default. That while we commend the decision of the master to endeavour to reach his Port of destination after the casualty, we are of opinion that the utmost endeavour was not made having this object in view. No attempt was made to ascertain with any certainty the actual damage that the ship's bottom had sustained nor were any means adopted to try and stop the leak by placing a sail under the ship's bottom, or any other method. The amount of water made by the ship does not appear to have been very excessive or of sufficient quantity to endanger her safety. It also appears that there was a steam donkey pump on board which was not used. With reference to the abandonment of the ship we are of opinion that it was premature. Having arrived off Gaum no attempt was made to communicate with the shore, though the points were in good condition and the weather very unfavourable, that no signals were made, except that of distress, either to the shore or to

vessel seen at anchor in the harbour. No attempt was made to anchor the ship or to send ashore for assistance. The anchors were secured for use and the chain unbent. Nor does the vessel appear to have been in any worse condition at this time than she was when coming off the reef. The conduct of the master in thus abandoning the ship appears to us only explicable on the ground that the mental anxiety through which he had gone had temporarily undermined his reasoning powers, and that the order for abandonment was given in a fit of despondency, also that it was done as he thought, to save the lives of his crew, and while recognising this and his motive to be a noble one, we cannot absolve him from blame and regret to have to direct that his certificate be suspended for a period of 6 months, but recommend that a first mate's certificate be issued to him during such suspension. From the evidence before us we have formed the opinion that the conduct of the chief mate, Augustus Harris, under the circumstances in his special sphere of duty was sufficiently culpable to amount to a wrongful default. Instead of assisting the master to the best of his ability under such trying circumstances his course appears to have been one of rather more than passive resistance. We are of opinion that he had acted differently he might have sustained the captain and have been the cause of saving at least the cargo or the ship. Under these circumstances we direct that his certificate be suspended for a period of 6 months.

On the President of the Court asking the officers to deliver up their certificates, they said they were lost with the ship.

THE "SNAIL'S" MACAO CORRESPONDENT.

Lovers of the ludicrous will find ample material on which to feast their imagination, or a rare opportunity to indulge in a soul-vivifying mirth, in the perusal of the *Macao* news with which our evening contemporary occasionally regales the 'one reader.' A short time ago we were told by the omniscient correspondent of our local Punchinello that railways and suspension bridges were the order of the day in the Holy City; on the collapse of that aerol. cable, (created for the exclusive aim of courting ridicule or purchasing a fugitive laugh), we were treated with the sensational information that land was becoming scarce in Macao, as Hongkong capitalists were flocking thither to purchase building sites. The news presented to us yesterday, however, seem to 'disprove' all the former flights of imagination indulged in by the volatile correspondent. The first of the 'Macao Notes' amounts to this:—Prepared opium for the American and Australian markets to the value of about half a million of dollars left the Holy City in one single month, I said with the West Coast and this port was very brisk, most of the Portuguese capital invested in Hongkong had been taken over to Macao, where a better investment awaits it. The Steamboat Company has been taken under the special protection of the Macao merchants, and is promised an extensive and lucrative support,—villas are going to be erected all over the seaside, to house the great number of Hongkong residents to whom the Peak or Kowloon should prove unattractive,—the Indian Police were inferior to the soldiers of the National Battalion in the exact proportion between the conquered and the conquerors, etc. etc. Now, if all this were true, the *China Mail* should be complimented for having secured the services of an all-knowing correspondent. But the news read more like a sketch on the Holy City, we would ask what on earth can tempt the Macao scribbler to indulge in false statements, misleading insinuations and ill-concocted lies but his whim to pandering to that feeling of morbid curiosity which is predominant in fools and idiots? Macao news is to be found in the Lisbon newspapers. Whoever peruses the latter will feel convinced of the utter degradation, both official, financial, social, and domestic, into which the colony is irretrievably sunk. Suffice it to say that even matrimonial infidelities occurring in the Holy City are currently reproduced in the Lisbon papers, for any one to understand how well informed the liberal press of that country is of what transpires in the neighbouring colony. *Cui bono*, then, the *China Mail's* misleading notes and erroneous jottings?

We have all lately heard of the ravings of the Macao Acting Governor, who, on finding himself deprived of the legal means to wreak his vengeance on this paper for publishing some news about that wretched institution—the Macao Treasury,—revolved heaven and earth to publish a protest against the Hongkong laws, lawyers, Government press, and people. What should prevent our Eastern Quaker from lifting his chin, the *China Mail* for its travesties on truth concerning the Holy City, we know not. A true story of the Acting Governor's proceedings in connection with the above facts may be both amusing and instructive. Senhor Costa Duarte was under the impression that a scapegoat was necessary to transmit his protest to the Hongkong public, and his choice fell on Senhor A. G. Romão, the Consul-General for Portugal in this colony. This gentleman has, out of mere and unadvised want of consideration, rendered many services to the Macao authorities, and he is not in the slightest degree a subordinate, his only superiors being the Portuguese Minister in London and the Lisbon Foreign Office. Not being a paid Consul, Senhor Romão has spent rivers of money in serving, accommodating, and otherwise helping the Macao authorities in all their financial, diplomatic, or official relations with Hongkong, and he has earned the usual reward which the Portuguese authorities are wont to meet out to their devoted friends and servants—obsequy and persecution. When ex-Consul Carvalho came over from Shanghai and was arrested for debt in this colony, the Governor of Macao ordered Mr. Romão to guarantee the payment of all his liabilities. The Consul replied that he was not bound by any Consular law, praxis, or precedent to guarantee anybody's debts, as Carvalho's liabilities might be \$10,000 or \$100,000, and the Consul was not to stake all his property to save an absconding debtor from the claws of justice. Senhor Firmão da Costa, Governor of Macao, was highly indignant at such a language used by Mr. Romão, and officiated to him in the driest terms he could command, informing him that if he could not or would not fulfil the duties of a Consul, he, the Governor, would find his way towards getting somebody else appointed. Senhor Costa Duarte has now followed in the footsteps of his chief. He put forward Mr. Romão as the signatory of the celebrated protest against the Hongkong press, the Hongkong laws, and lawyers. The Macao Government (we are told) was one of the 'choice expressions' of the protest, would limit its castigation to this formal denial, since, according to English laws interpreted by their lawyers, calculations are unprofitable, etc. etc. What would have been the consequences had Mr. Romão signed and published such an offensive and invidious document against the laws and the lawyers of Hongkong? The Governor of Hongkong would have simply had the Consul's *ex gratia* suspended, and Senhor Duarte's protest would have become the laughing-stock of the whole colony.

have become the laughing-stock of the whole colony. Such are the dark deeds which are going on in advanced Macao; will the *China Mail's* careful informer ignore them, while he revels in imaginary seaside villas, or in millions of dollars' worth of prepared opium? An inch of realism is worth the whole realm of imagination, inbourn'd as 'tis. We confess our weakness for Zola's school of Art.

AMERICAN TELEGRAMS.

The following telegrams from San Francisco exchanges were "crowded out" of our yesterday's issue:—

LONDON, April 11th. Gladstone speaking at the National Liberal Club to-night, criticised W. H. Smith's reply to Sir Edward Watkins in the House of Commons in refusing an extension of the local government in Ireland. Gladstone said Smith had entirely discredited the brilliant idea of 2,000,000 Loyalists. The question was whether the Irish were to be permitted to entertain and act upon purely political opinion. The Irish did not enjoy such privileges of local government as existed in England, yet they were to remain thus till they abandoned an idea which, in his opinion, was dearer to them than life. It was only natural that the Irish should utilise everything in their representative institutions to promote their dearest purpose. He was very agreeably surprised by the rapid change of public opinion in England, and thought Smith's declaration was scandalous and dishonouring to the English nation.

CONSTANTINOPLE, April 11th. Herz Von Radowicz, the Ambassador, had an important interview with the Sultan to-day. The Sultan expressed a cordial friendship for Emperor Frederick.

MADRID, April 11th. The first execution here in five years took place to-day when a girl, her lover, and an accomplice were garroted for murder.

BERLIN, April 11th. The *National Zeitung* says the Grand Duke of Baden, the Emperor's brother-in-law, is specially exerting himself to remove the differences which now exist between the Emperor and Prince Bismarck, owing to the proposed marriage of Prince Alexander to Princess Victoria. The Berlin National Liberals and Conservatives and the new electoral associations have called a meeting for to-morrow to prepare a petition to the Emperor to maintain Prince Bismarck in office.

It is said now, notwithstanding all reports to the contrary, that Count Munster, the German Ambassador at Paris, will be Bismarck's successor, but another report says Frederick's selection is Baron Von Roggenbach, his friend of many years. Roggenbach, it is said, tried to mediate between Bismarck and the Emperor.

In Russia it is generally believed in official circles that Bismarck will resign, and the Russian officials generally know a good deal about German affairs. They think, too, the marriage of Battenberg to the Emperor's daughter will take place, although they are opposed to it. But Russian preparations for war seem to have been checked. A significant act is the dismissal of the physicians in Warsaw engaged for the anticipated war.

A rumor is current to-night that General Von Schellendorf, Minister of War, will shortly resign.

ROME, April 11th. *Riforma* publishes a letter from Captain Camperio, announcing the safety of Emin Bey and Casati.

VIRGINIA, April 11th. The Tennessee assassin, who, upon being released on a ticket of leave, murdered the wife of the Judge who condemned him and afterwards shot his way out of the State, has been captured and lynched.

It is reported that all doctors recently engaged at Warsaw for service in the medical corps have been notified that their services will not be needed. The Czar has ordered that work be stopped on the fortifications at Libau.

LONDON, April 11th. The City and Suburban Handicap was run to-day at the Epsom Spring Meeting. There were fourteen starters. Sir G. Chetwynd's five-year-old brown horse Fullerton came in first, Oliver Twist second, Abu Klea third.

The Hyde Park Plate for two-year-olds, distance five furlongs, was won by four lengths by Lord Londonderry's bay filly by Springfield of Graveland; Prince Soltykoff's bay filly Fantomine was second, Baron de Rothschild's bay filly Charlotte third. There were thirteen starters.

NEW YORK, April 11th. The *Sun's* London correspondent says: Merry Hampton, who won the Derby last year, lost the City and Suburban Wednesday because he had been poisoned. It is declared that the stable for some time had been suspected of crooked work, and he came in with a severe case of colic, which he had to win didn't get a place. "Q.oting the *Sporting Life*, he says: "The proposed investigation into Merry Hampton's running will proceed no further. The Derby hero is broken down, so his career on the turf is ended. After pulling up late in the City and Suburban, the horse was walked gently back to the stables and there examined by Professor Prichard, who found that the suspensory ligament of the near foreleg had given way. What was worse, the back sinew of the foreleg, which hitherto had been sound, was giving." Yachmen are beginning to despair of hearing of the yacht *Cytherea*, which has not been heard of since near Barnegat thirty-one days ago. The following day was the terrible blizzard. The missing craft had on board ex-Commodore W. W. Stewart, C. Smith Lee, and Captain William Phillips of England, besides sailors and stewards. Much grief is felt, but the relatives have not yet given up hope.

LONDON, April 11th. The second spring meeting at Sandown Park began to-day. The Easter Stakes, one mile, was won by Lord Ellesmere's five-year-old bay mare Cataract, S. H. Day's Opedus third. There were nine starters.

Twenty-six hundred emigrants left Queens-town, during the past week. Goschen informed the Commons this afternoon that the holders of consols to the amount of £450,000,000 had already given assent to their conversion.

Parnell moved that the House adjourn the debate in order that he might call attention to the outrageous conduct of the authorities at Ennis on Sunday. If Balfour wanted to have such powers as had been used on that occasion, let him come in Parliament and ask for them. What had been done at Ennis was martial law, and went beyond the powers conferred by the Coercion Act.

Balfour replied, defending the action of the police and the soldiers. The people were holding an illegal meeting, and made riotous demonstrations when the off was appeared. The responsibility for what suffering had arisen rested with the agitators who had incited their countrymen to illegal action.

PARIS, April 11th. A crank fired three shots from a revolver at the gates of the Elysee Palace, the President's residence, to-day. Upon being arrested he said he wanted M. Carnot to attend to the grievances of which he was the victim.

ST. PETERSBURG, April 11th. An explosion occurred to-day in a powder factory on the line of the St. Petersburg and Moscow Railway. Seven men were killed and many injured.

BRUSSELS, April 11th. The Government's extraordinary expenditure of 1887 is estimated at \$10,000,000. This is mainly for new forts, military roads and artillery.

DUBLIN, April 11th. A crowd of 2000 persons with bands and wagons loaded with beer and provisions left Tuam (County Galway) this morning for the farm of Mrs. Bodkin at Clondanoo. The intention was to plow and sow her lands. They were followed by a force of police. Mrs. Bodkin's tenants have adopted the plan of the campaign and have been served with notices of eviction.

BRUSSELS, April 11th. Prince Von Hohenlohe, Governor-General of Alsace-Lorraine, has been questioned at Strasbourg as to how he would receive an offer to succeed Prince Bismarck, to which the reply was evasive.

OTTAWA, April 11th. At a Ministerial caucus this morning the basis of a settlement with the Canadian Pacific for the cancellation of monopoly privileges was officially announced. The only new point is that the company will expend the \$15,000,000 from the Government bond issue under the supervision of the Government—\$5,000,000 to pay of the floating liabilities of the company, \$5,000,000 in new rolling stock, and the remainder for the general improvement of the line.

LONDON, April 11th. At the second spring meeting at Sandown Park to-day, the Great Sandown Hurdle Race, two miles, was won by C. J. Blake's five-year-old bay horse Conservator. In the Mammoth Hunters' Steeplechase, three miles, Dawson's four-year-old bay colt Comet won.

In the House of Commons this evening Mr. Goschen announced that the total amount of consols converted was now £47,000,000, leaving £85,000,000, most of which is in the hands of trustees. On a motion being made by Smith that the County Government bill be given precedence over private members' bills, Labouchere offered an indignant protest, saying that Smith played an astute game and was hurrying the bill to prevent the House taking time to consider its merits.

Smith said the magnitude of the bill was such that the Government would be remiss in its duty if it failed to take every chance to forward the measure. Smith's motion was carried by a vote of 243 to 143.

NEW YORK, April 11th. The *Times'* London correspondent cables: There is still nothing but Boulanger and Bismarck in the European papers. The electoral campaign in the Department of Nord shows great excitement. The current seems to be running steadily in the direction of Boulanger. Every Boulanger speech is made up of eulogy of the general and attacks on Jules Ferry. Already in various departments 200,000 votes have been cast for him, and the Department of the Nord will increase it to 400,000. All this is gravely ominous for the republic.

PARIS, April 11th. Political meetings were held at Turcoing and Amettes, Department of the Nord, last night, and in both cases the disorder was so great that the speakers could not be heard. At a meeting at Mauberge, in the same department, it was unanimously agreed to support General Boulanger. The party of Extreme Left sought to bring to a vote a resolution of a resolution in favor of the Radical opponent of General Boulanger.

M. Spuller, Minister of Public Instruction in the late Cabinet, in an article in the *Republique Francaise*, says: Since General Boulanger has declared his intention to force a duel with Parliament, the latter should accept the challenge; and since it is evident that the Boulanger agitation is not merely superficial or transient, but an organized attack upon the country, it is the duty of the Cabinet to propose to the chambers adoption such legislation as is necessary for the protection and defense of the republic.

Co-day's Advertisements.

"SHIRE" LINE OF STEAMERS. FOR NAGASAKI, KOBE, & YOKOHAMA. THE Steamship

"MONMOUTHSHIRE" Captain, Commander, will be despatched for the above Ports, TO-DAY, the 13th inst. at 2 P.M.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents. Hongkong, 12th May, 1888. [475]

FOR KOBE AND YOKOHAMA. THE Steamship

"GEELONG." Captain James Thom, will be despatched for the above Ports, on MONDAY, the 21st inst. at 2 P.M.

For Freight or Passage, apply to GEO. R. STEVENS & Co., Agents. Hongkong, 12th May, 1888. [503]

NOTICE TO CONSIGNEES. STEAMSHIP "ALBANY" FROM GLASGOW, LIVERPOOL, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods, with the exception of Opium, are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 10th instant, will be subject to rent at the rate of one cent per package per day.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th instant, or they will not be recognised. No Fire Insurance has been effected. Bills of Lading will be countersigned by ADAMSON, BELL & Co., Agents. Hongkong, 12th May, 1888. [482]

HONGKONG GENERAL CHAMBER OF COMMERCE.

A SPECIAL GENERAL MEETING of the MEMBERS will be held on TUESDAY, the 21st instant, at 8 o'clock P.M. at the City Hall, to nominate a Member of the Chamber to take the place of the Hon. A. P. MACLEOD, in the Legislative Council, during his absence from the Colony.

Co-day's Advertisements. ST. JOHN'S LODGE OF HONGKONG, No. 618, S.C.

A REGULAR MEETING of the above-named Lodge will be held in FREEMASONS' HALL, Zeland Street, THIS EVENING, the 12th instant, at 8.30 for 9 o'clock precisely. Hongkong, 12th May, 1888. [485]

Peninsular and Oriental Steam Ship Company.

NEW AND ACCELERATED DIRECT SERVICE TO LONDON VIA MARSEILLES FROM JAPAN AND CHINA.

ON the 10th May at Noon, and fortnightly thereafter, until further notice, the Company will maintain a DIRECT SERVICE between Hongkong and London via Marseilles. This improved service will abolish all Transshipments, and it is intended that it shall maintain a high reputation for quick transit, careful delivery of Cargo, and for Passenger accommodation and cuisine.

The attention of Passengers is specially called to the greatly improved second-class accommodation and attendance.

E. L. WOODIN, Superintendent. Hongkong, 8th May, 1888. [488]

A. S. WATSON & CO., LIMITED.

NOTICE is hereby given that the ORDINARY YEARLY MEETING of the SHAREHOLDERS of the Company will be held at the HONGKONG DISPENSARY, on MONDAY, the 14th day of May next, at 3 o'clock in the afternoon, for the purpose of receiving the Report of the General Manager, together with a Statement of Accounts to the 31st December, 1887.

THE REGISTER OF SHARES will be CLOSED from SATURDAY, the 15th instant, till MONDAY, the 14th instant, both days inclusive, during which period, no Transfer of Shares can be registered.

JOHN WILLMOTT, Acting Secretary. Hongkong, 3rd May, 1888. [467]

THE RICHMOND TERRACE ESTATE AND BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the ORDINARY YEARLY MEETING of the SHAREHOLDERS of the Company will be held at No. 35, Queen's Road, on WEDNESDAY, the 15th instant, at 3 o'clock in the afternoon, for the purpose of receiving the Report of the General Manager, together with a Statement of Accounts to the 31st December, 1887.

THE REGISTER OF SHARES will be CLOSED from SATURDAY, the 12th instant, till WEDNESDAY, the 15th instant, both days inclusive, during which period no Transfer of Shares can be registered.

JOHN WILLMOTT, Secretary. Hongkong, 9th May, 1888. [492]

THE FUNTOM AND SUNGHE DUA SAMANTAN MINING COMPANY, LIMITED.

THE SECOND ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, Pedder's Street, on THURSDAY, the 23rd May, 1888, at 3 P.M., for the purpose of receiving a Report of the Directors, together with a Statement of Account to 30th September, 1887.

A. O'D. GOURDIN, Secretary. Hongkong, 10th May, 1888. [497]

NOTICE. I. DISSE, Dr. Med., 11, Queen's Road Central.

CONSULTATIONS IN ENGLISH, FRENCH AND GERMAN, from 8.30 to 10 A.M. and from 2 to 4 P.M. Hongkong, 9th May, 1888. [495]

GOVERNMENT NOTIFICATION.

A WARDMASTER is required at the GOVERNMENT CIVIL HOSPITAL. Enrolments of the office \$50 PER MONTH, rising by annual increments of \$5 to \$60, with uniform, furnished quarters, fuel, and light. Applications with testimonials to be forwarded to the COLONIAL SURGEON not later than the 31st instant, at the GOVERNMENT CIVIL HOSPITAL.

By Command, FREDERICK STEWART, Colonial Secretary. Hongkong, 2nd May, 1888. [461]

NOTICE.

THE WONG-NEY-CHONG DAIRY FARM having received by the steamer *Changha* a supply of MILK Cows from Newcastle Australia, is now prepared to supply the General Public with PURE COW'S MILK (guaranteed) at 9 cents per ordinary pint (reputed), deliverable to order, anywhere within the Colony, between 6 A.M. and 10 P.M.

Orders sent direct to WONG-NEY-CHONG DAIRY FARM, or to the care of Mr. V. DANENBERG, at H. M. Naval Yard, will be promptly attended to.

Hongkong, 28th April, 1888. [448]

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

THE Company is prepared to Tranship Cargo from its Godowns at Kowloon or Wharf Point to any Steamer in the harbour, and to bring Cargo across from Kowloon to any place on the Prays at the usual rates.

By Order, ISAAC HUGHES, Secretary. Hongkong, 20th April, 1888. [421]

Auctions. VALUABLE LEASEHOLD PROPERTY TO BE SOLD AT KOWLOON.

Messrs. J. M. ARMSTRONG have received instructions to sell by Public Auction, on

MONDAY, the 14th May instant, at 4.30 O'CLOCK P.M., At the Premises,

ALL THOSE PIECES OF GROUND situate at Kowloon Point to be registered in the Land Office as KOWLOON INLAND LOTS Nos. 528, 529, 530, 531, 532, 533, 534, and 535.

The Lots average over 200 feet in depth and have a frontage of 50 feet to Kimberly Road which is to be widened by Government to 50 feet, they are all on high ground near the observatory well situate as building sites, especially for Villa residences, commanding pleasant and extensive views.

The Property will be sold in 8 Lots. The Vendor reserves to himself the right to all buildings and building materials on the Lots.

For Plans, Particulars and Conditions of sale, apply to HENRY J. HOLMES, Solicitor for the Vendor, or to THE AUCTIONEER.

Hongkong, 8th May, 1888. [476]

PUBLIC AUCTION.

UNDER instructions received from the Mortgagees Mr. H. N. MODY will sell by Public Auction, on

THURSDAY, the 17th May, 1888, at 4 O'CLOCK P.M., At the Premises,

ALL THAT VALUABLE PIECE OF GROUND situate at BELCHERS BAY, LAP SAMPAN, Hongkong, abutting on the North side thereof on Belcher Street and measuring thereon 200 feet on the South side thereof on portion of INLAND LOT No. 905 and measuring thereon 200 feet on the East on Davies Street and measuring thereon 200 feet on the West on Cadogan Street and measuring thereon 200 feet containing in the whole 40,000 square feet and registered in the Land Office as SECTION A of INLAND LOT No. 905. Together with the Furnace workshops and buildings thereon lately used and occupied by the HONGKONG AND MACAO GLASS MANUFACTURING COMPANY as they now stand and which said Piece of Ground is held for the residue of a term of 999 years, subject to the annual Crown Rent of \$28.57.

The property will be offered for sale in One Lot.

For further particulars and conditions of sale, apply to WOTTON & DEACON, Solicitors, 35, Queen's Road, or to H. N. MODY, Auctioneer, Victoria Buildings, Queen's Road. Hongkong, 25th April, 1888. [441]

THREE DAYS AUCTION. NOTICE.

THE UNDERSIGNED HAS RECEIVED INSTRUCTIONS FROM MESSRS. KUHN & CO., ON ACCOUNT OF CLOSING BUSINESS, TO SELL

at their Premises, 24, BANK BUILDINGS, opposite THE HONGKONG HOTEL, ON MONDAY, the 21st May, 1888, ON TUESDAY, the 22nd May, 1888, ON WEDNESDAY, the 23rd May, 1888,

Sale to commence each Day at 2 P.M. sharp. THEIR WHOLE STOCK, comprising:—

A Most Valuable Collection of ANCIENT and MODERN JAPANESE CURIOS and WORKS of ART, including many very rare Specimens of OLD JAPANESE PORCELAIN, LACQUER, BRONZE, ARMOUR and ARMS, GENUINE SATSUMA, SATEEN and SILK TABLEUX, SCREENS, EMBROIDERED LADIES and GENTS' GOWNS and JACKETS, QUILTS, BROCADES, CABINETTS, and a great variety of ELEGANT and USEFUL ARTICLES. The Pair of Magnificent (all cut Bronze) CANDELABRA for 42 lights, and the TWO EXTRAORDINARY WOOD CARVED FIGURES (The wild-man of the woods and the Frog god) will also be offered at the Sale.

On view on FRIDAY the 18th and SATURDAY the 19th instant.

Catalogues will be issued previous to the sale. G. R. LAMBERT, Auctioneer. Hongkong, 10th May, 1888. [496]

Masonic. PERSEVERANCE LODGE OF HONGKONG, No. 1165.

A N-EMERGENCY MEETING of the above LODGE will be held in FREEMASONS' HALL, Zeland Street, on MONDAY, the 14th instant, at 8.30 for 9 P.M. precisely.

Captain Anderson did not think it necessary
to ask the witness any questions.

To Augustus Harris, Chief mate, "It was
in the cabin when you said to me 'damn the
captains' people." It was there also when the
captains were talking about the machine and chains.
I was not ready. I did not hear your reply,
but to the next day, I heard you speaking
against the captain while we were on the
turret of Gannet; you said good many things.
At this point the Court adjourned for luncheon.
A third call on the recalling of the Court.

Alexander Henderson called - "I joined the A-
rctic expedition, the ship, *Arctograph*, September, Th-

